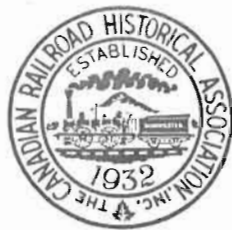
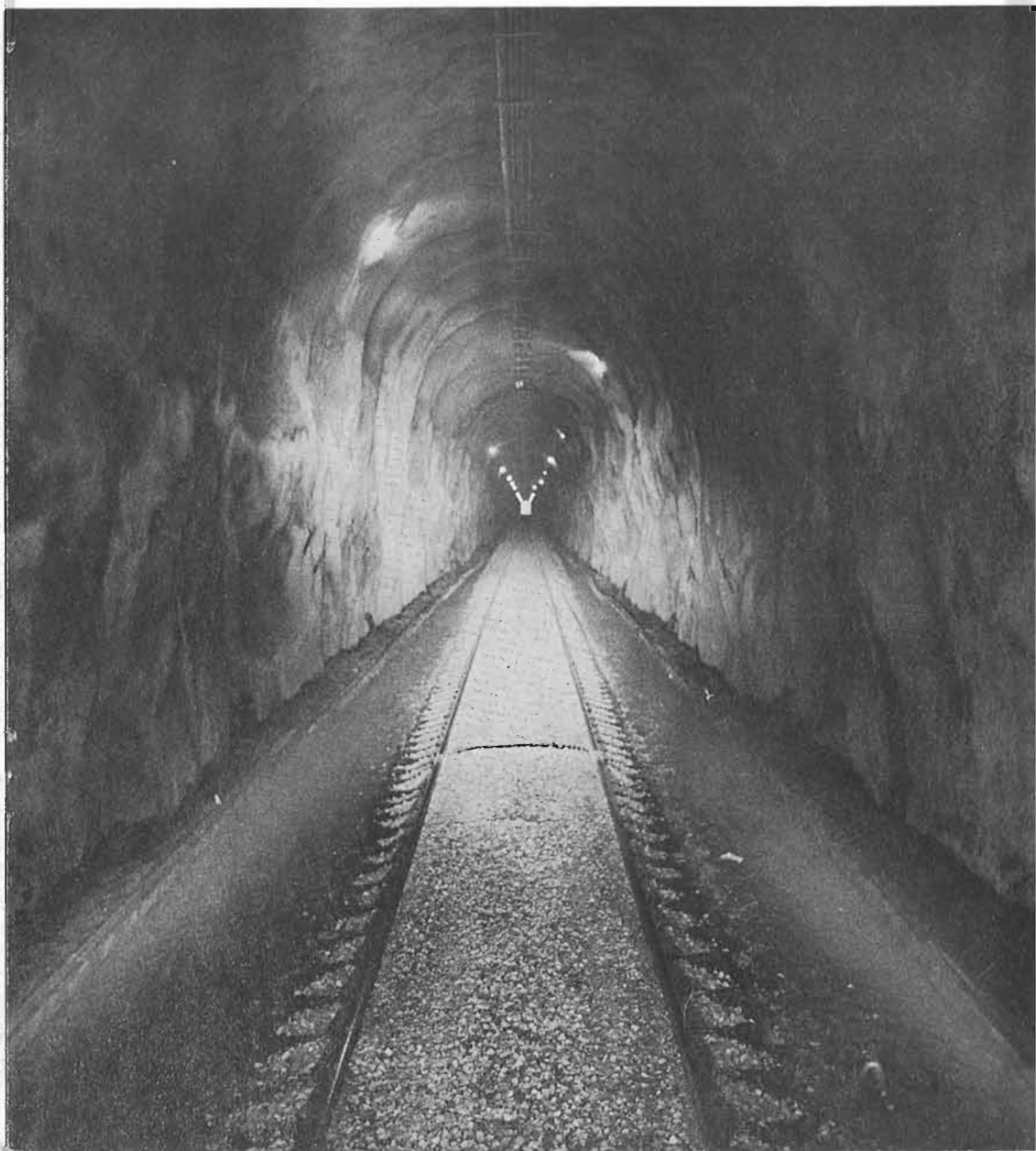
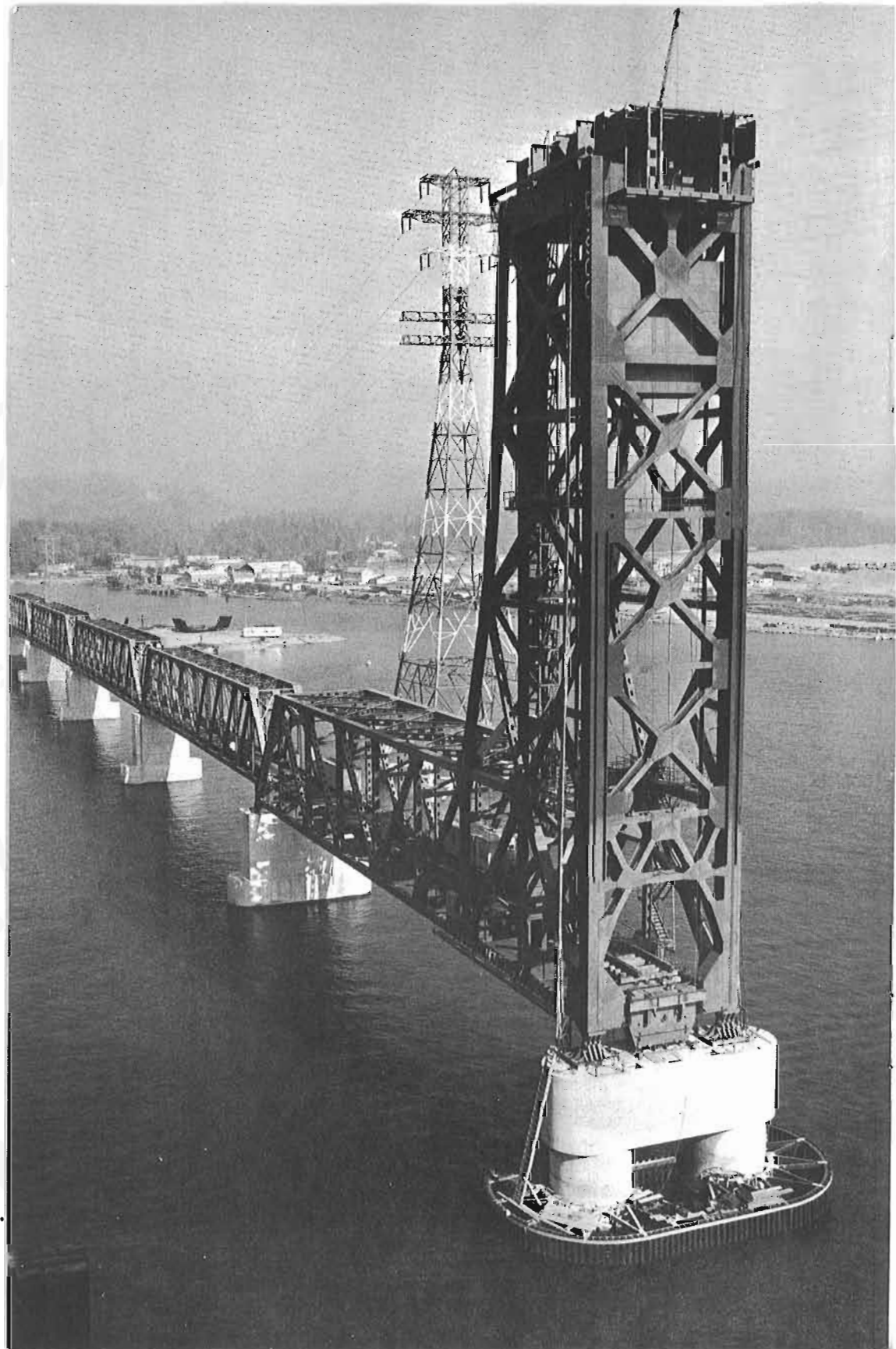


# Canadian Rail



**NO. 221**  
**MAY 1970**





# RAILWAY ENTRANCES TO VANCOUVER 1887 - 1969

Douglas E. Cummings

Like many of the large cities of today, the Metropolis of Vancouver, British Columbia is located on a peninsula. While twentieth-century occupation of the peninsula has since forced leap-frogging to adjacent shores, the presence of navigable water on three sides has long since changed the once-slumbering settlement into a burgeoning city. The presence of all this water has, over the years, restricted both rail and road entry to the City, but never waterborne traffic. Now, in the second half of the twentieth century, the rail routes into and around Canada's largest western city and seaport are becoming very crowded, but only in the last few years has a development taken place which hopefully will ease this congested situation. The way that it all came about is unusual and had its beginnings more than eighty years ago.

Back in 1884, months before the Canadian Pacific Railway had been completed as far west as the settlement of Port Moody in the Province of British Columbia, the decision had already been made to continue the line westward, past this original, temporary terminus, to a seacoast location that was destined to become the City of Vancouver. About that year, all that there was at the future terminal location was a small, motley group of shacks in an informal arrangement. This locality was called Granville and it was on an inlet of the Straits of Georgia that had fantastic harbour possibilities.

FROM THE DEPTHS OF CAPITAL HILL TO THE TUNNEL PORTAL. The cover, this month, was taken to show the right-of-way and dimensions of the new tunnel, - the direct route to North Vancouver, B.C.

FOUR THROUGH TRUSSES AND A VERTICAL LIFT, - the segments of the new Second Narrows Bridge on the north side of Burrard Inlet.  
Both photos courtesy of Canadian National Railways .



The Canadian Pacific was determined to acquire virtually all of the land owned by the Provincial Government in this area and it was willingly given. With the gift of about 6,000 acres, the Railway and the Province signed an agreement in February, 1885, which anticipated the westward extension of the Canadian Pacific, a few more miles from Port Moody. When this extension was constructed, the land would be deeded over to the Canadian Pacific Railway.

The C.P.R. from Montréal to the Pacific Ocean was completed, as some history books tell us, on November 7th., 1885, at Craigellachie, in Eagle Pass, with the driving of the "last spike". The railway to the Pacific was indeed completed, but only to Port Moody, B.C., on Burrard Inlet, the first train arriving there on November 22nd. There was still some work to be done on the line and it was not until mid-1886 that there was regular operation. In that year, the first through train eastbound left Port Moody on July 5th., and arrived at Montréal on July 12th.

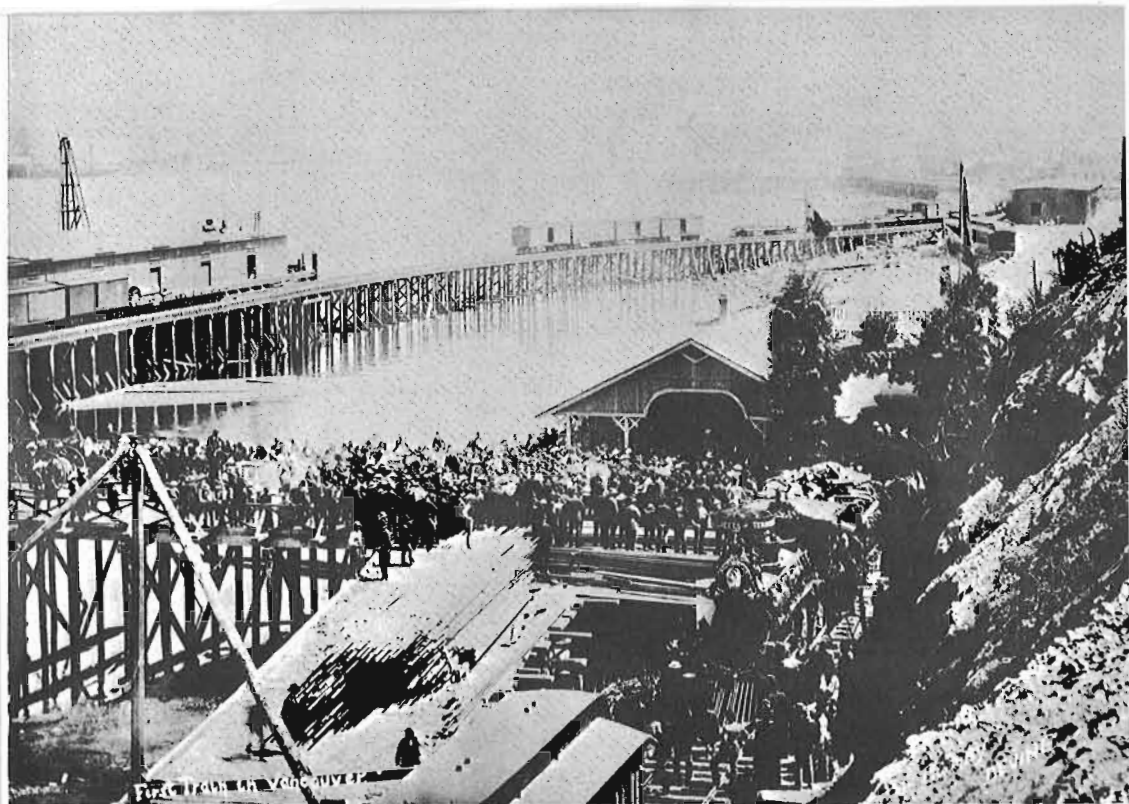
Earlier in 1886, construction of a branch from the main line to New Westminster on the Fraser River was undertaken. New Westminster was, at that time, the only important city on the mainland of British Columbia. At one period, it was the Provincial capital. The C.P.R. main line bypassed it by only a few miles and, after some cogitation, the branch was built and opened in December, 1886.

In the same year, the extension of the main line from Port Moody to Granville (Vancouver) was commenced. In April, the community of Granville was incorporated as the City of Vancouver. Almost as if it were required that the community start life anew, what there was of it, in the nature of buildings, was totally destroyed by fire on June 13th., but within hours, rebuilding had started which would make a new and splendid City of Vancouver rise like a phoenix from the still-warm ashes.

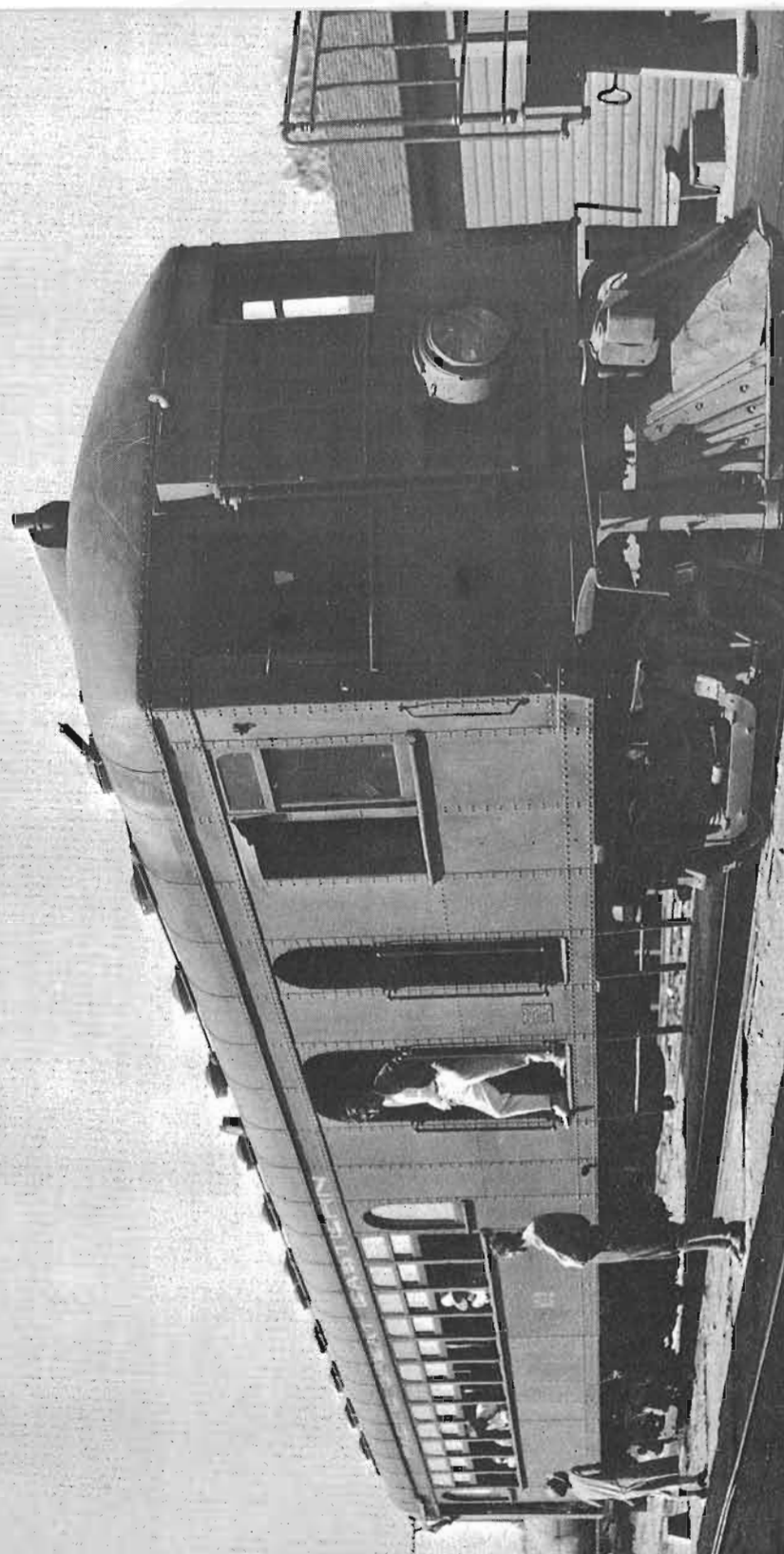
The land granted to Canadian Pacific was used to advantage by that Company, although much of it was withheld until later years, for residential purposes. Plans included an opera house, hotel, office buildings and wharves. Later on, the City offered the Railway a tax exemption on certain sections for 20 years, if the Railway would build its shops on the north side of False Creek, another inlet on the south side of the City centre. The Canadian Pacific lost no time in drawing up the necessary plans. Later, after the 20-year exemption period had elapsed, the locomotive shops were to be removed to Coquitlam and only car shops maintained at Vancouver. In

FROM THE PROVINCIAL ARCHIVES OF BRITISH COLUMBIA comes this picture of the first Canadian Pacific Railway train to enter Vancouver, B.C. proper. The eventful day was May 23, 1887. The occasion was festive!

THE BRIDGE OVER THE FRASER RIVER AT NEW WESTMINSTER, B.C. was officially opened in 1904 and this picture from the Provincial Archives of British Columbia shows the first train to cross it.







later years, the Vancouver locomotive repair shops were used only for minor repairs and the heavy work was transferred to Ogden Shops in Calgary. Coquitlam repair facilities were never extensively developed for the same reason.

By May of 1886, construction of the extension west from Port Moody was under way. The building of the cribbing along the shore of Burrard Inlet was well advanced. On June 19th., the barque FLINT sailed from Yokahama, Japan, with a cargo of tea, bound for Port Moody. She arrived on July 28th., making the Pacific crossing in just under 40 days. With some 60 new freight cars ready and more expected from the builders, the first train-load of tea left Port Moody by the Canadian Pacific Railway on July 30th. The planning of this initial movement was very closely timed, as the Railway was not in regular operation when the ship sailed from Yokahama. Three additional shiploads of tea from Japan were expected and this was an added incentive to rush the completion of the line to Vancouver. Before long, the running time of some trains from Port Moody to Montréal was reduced from 137 to 96 hours. That same summer, the Railway purchased two ships of its own for the run from Vancouver to Victoria, Vancouver Island, - the Provincial capital and, at that time the commercial centre of the Province of British Columbia.

Things got done in 1886! By early August, most of the new line from Port Moody to Vancouver was graded and ready for the rails. There had been an attempt by the irate citizens of Port Moody to delay the construction, in which they were aided and abetted by the waterside property owners, along Burrard Inlet, across whose waterfrontage the Railway was to go. A court action was taken against the Railway and thus the completion of the line was delayed some months. But in December, 1886, the Supreme Court of Canada ruled favourably for the Railway and tenders were called for immediately for the construction of the remainder of the line.

The opposition of the citizens of Port Moody was quite natural since they feared that their community would lose out if it became a "whistle-stop" instead of a terminal. They contended variously that the Railway had no legal right west of Port Moody, in view of the terms of its charter. But their efforts were to no avail. The property owners along 2.75 miles of shore line also sought injunctions and the Railway was forced to carry its line offshore on trestle-work in some places. New Westminster also tried in a mild way to have the Railway designate that city as its Pacific terminus, but even though it was on the Fraser River and the centre of commerce for the entire Fraser Valley and estuary area, it too failed in its promotional attempts.

THE ORIGINAL OPERATION OF PACIFIC GREAT EASTERN into North Vancouver, B.C. was a stub at both ends - North Vancouver and Horseshoe Bay. Here is PGE combo passenger-baggage gas car at North Vancouver in the 1920's.

Photo Norm Gidney from C.R. Littlebury Collection.

After months of seemingly endless delay, finally on April 26th, 1887, Canadian Pacific Railway engine no. 132 came whistling westward, with four cars of rails and ties and a caboose. She came to the end of Alexander Street, Vancouver, British Columbia and stayed overnight. This was the first Canadian Pacific train into Vancouver. On May 2nd., two carloads of sand arrived via the Canadian Pacific, this being the first freight shipment by rail into the growing west-coast port-city. Previous freight shipments were Company materials for construction of the line and shop use.

The very last rail to the new Vancouver wharf was laid on April 26th., 1887, thus completing an uninterrupted line of railway from the banks of the St. Lawrence River at Montréal to the waters of Burrard Inlet at Vancouver, B.C. On May 21st., the extension was handed over by the contractor to the Railway; of course, it was already being used. On the 23rd., Canadian Pacific engine no. 374, now preserved as the historic "first", with passenger cars nos. 54, 274, 331 and sleeping car NEPIGON, made a ceremonial "first passenger train" arrival, having earlier been selected and decorated for the occasion at North Bend, B.C., the division point at the western entrance to the Fraser River Canyon. Before the arrival of this ceremonial "first passenger train", a passenger special had arrived with people from New Westminster and the surrounding countryside, to welcome C.P.R. no. 374 and train. The first regular through freight train departed from Vancouver for the east on May 27th., 1887.

At the time, Vancouver was a community of only a few thousand people which, had it not been for the advent of the Railway, might never have achieved the growth which the modern City reflects. Before many years were to pass, it was an important seaport for, aside from the Railway, the only way to or from, in or out, was by water, unless the traveller were willing to walk or swim! Indeed, within hours of the completion of the final few miles of the Railway, cargoes were arriving for transshipment to west-coast cities in the United States. This was entirely possible since, in March, 1887, a locomotive for the Satsop Railroad in the neighbouring State of Washington passed through Vancouver, along with carloads of equipment and shortly thereafter, cars and machinery for the then-building Seattle, Lake Shore and Eastern Railroad. This material came out west over the Canadian Pacific Railway.

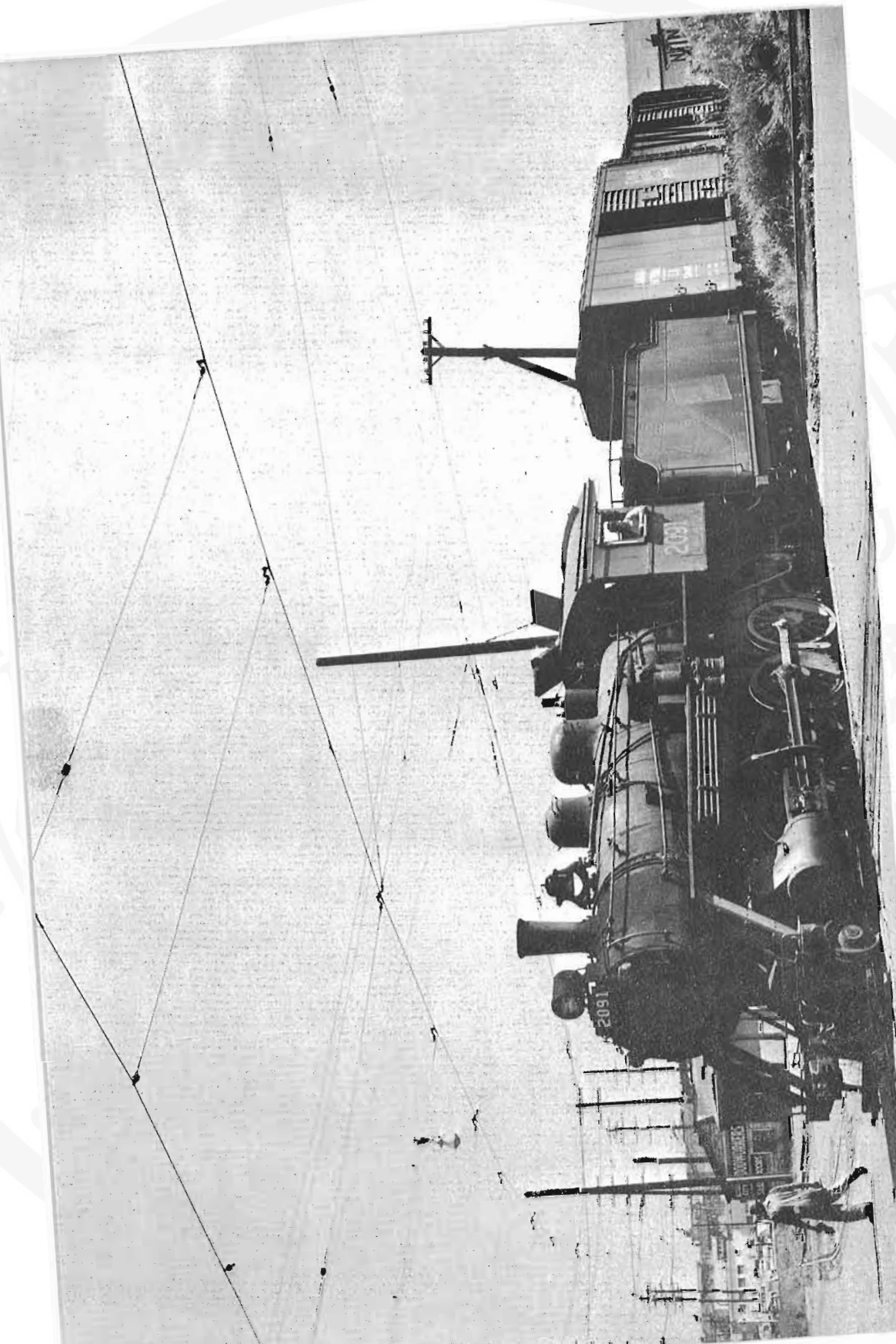
The Orient was an immense source of tremendous business for the new overland Canadian Pacific route, for the line provided an advantageous short-cut for cargoes bound from the East to Europe, and although there had been a transcontinental railroad in the

→ PACIFIC GREAT EASTERN RAILWAY'S ISOLATED BRANCH LINE from North Vancouver to Horseshoe Bay, B.C. Combo 102 gas car leads coach no. 105 over a low trestle skirting the beach west of North Van, on the way to Horseshoe Bay. Looks like a fan-trip in the early 1920's.

Photo by Norm Gidney from C.R. Littlebury Collection.







United States since 1869, newspapers of 1887 are full of reports of freight arriving for and from such western ports as San Francisco, en route to and from Japan and China.

Although a street railway was organized in Vancouver in 1886 and opened in 1890, the Canadian Pacific retained a monopoly until 1904 as the only railway into Vancouver offering other than local service. And that was quite a long time!

To the north of the City, across Burrard Inlet, the possibilities of railway construction were very limited. To the south of the growing City, the contrary was true. In conjunction with the building of the Bellingham Bay and British Columbia Railroad, north from the town of New Whatcom, Washington State (present-day Bellingham), to Sumas, B.C. and the Seattle, Lake Shore and Eastern Railroad, north from Seattle, the Canadian Pacific undertook to build a short branch line from St. Mary's Mission (Mission, B.C.) and the line was completed in April, 1891, - one month after the Bellingham Bay and British Columbia arrived in Sumas. The first through train from Vancouver to Bellingham, via Mission City, ran on June 22nd., 1891 and the Seattle, Lake Shore and Eastern connection was made shortly thereafter. For many years, a through train service between Vancouver and Bellingham and Vancouver and Seattle was operated through the Sumas, B.C. gateway.

For a period of one year from February 1st., 1894 to January 31st., 1895, the newly-formed Great Northern and the Canadian Pacific had an agreement for joint entry into Seattle and Vancouver over each others rails, using the same port of entry at the International Boundary. This arrangement had been assumed by the Great Northern during the "panic period" of the Northern Pacific

Railroad, which involved the Seattle, Lake Shore and Eastern. After the panic had abated, the Northern Pacific-Canadian Pacific agreement for the Seattle-Vancouver access remained in force until its expiration in 1910, when the N.P. began using Great Northern rails for its Vancouver run. This arrangement only lasted a few years, until World War I and the United States Railroad Administration. Thereafter, the Canadian Pacific never again reached Seattle, except by water!

The Westminster and Vancouver Tramway Company established an electric car service from New Westminster to Vancouver in October, 1891 and much to their complete surprise, the Canadian Pacific immediately discontinued most of their New Westminster-Vancouver local passenger service. This electric line subsequently became the

← PART OF THE ANCIENT TANGLE OF LINES AROUND VANCOUVER. At New Westminster, B.C., Canadian National 2-8-0 no. 2091 leads a freight across the lines of the British Columbia Electric Railway on August 11, 1950.

Photo from C.R.H.A. E.A. Toohy Collection.



Consolidated Railway Company and later the British Columbia Electric Railway and was, in later years, the B.C.E.R.'s Central Park line, one of three interurban routes from New Westminster to Vancouver. Until the late 1890's, when the B.C.E.R. developed the freight business, it remained essentially an interurban passenger and express line, with little freight traffic.

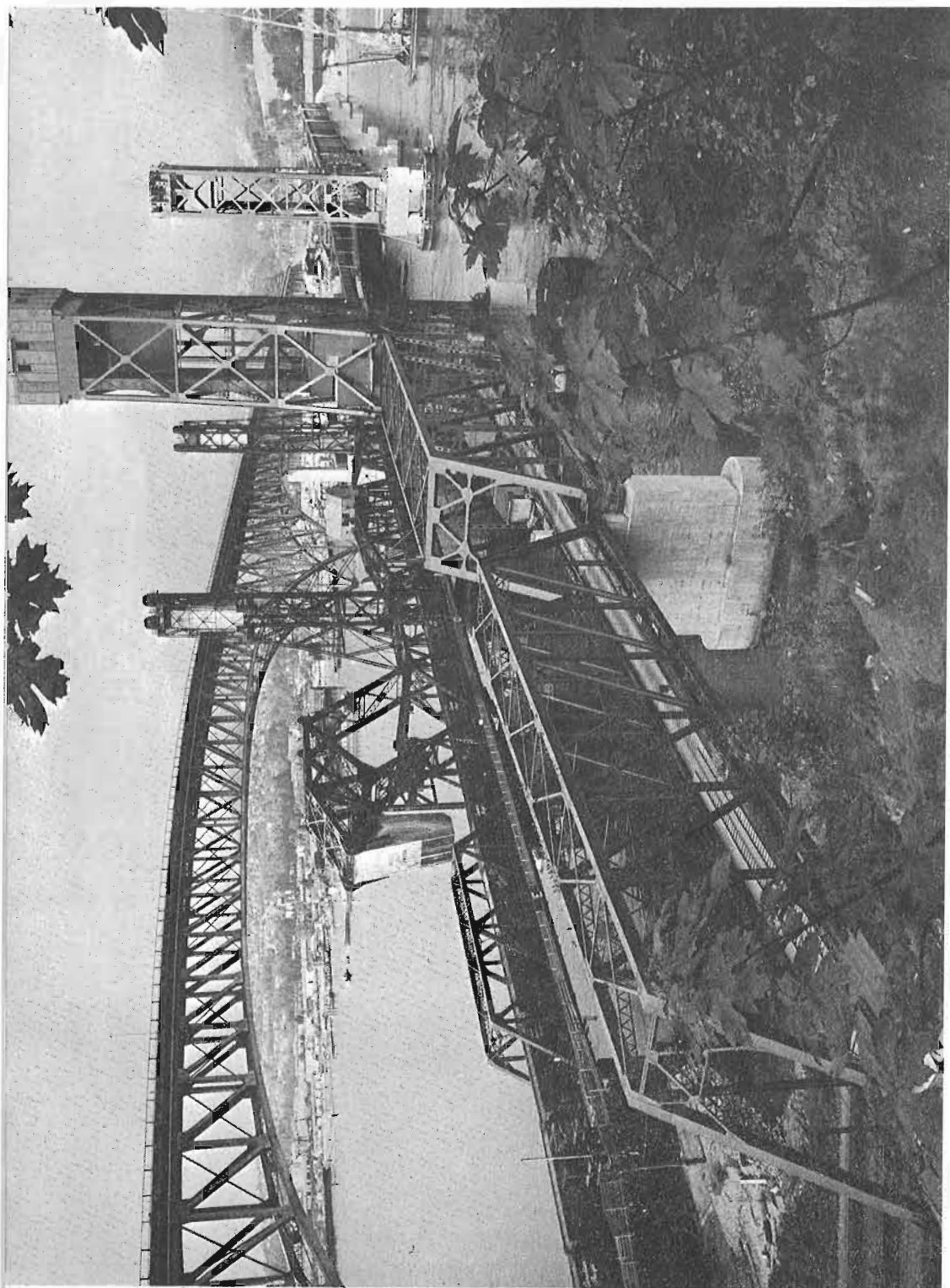
The New Westminster Southern Railway began as a private venture but soon passed into the Great Northern's system. It was started in 1888 to make a connection between Bellingham, Washington and Vancouver. The Fairhaven and Southern Railroad was to build north through the State of Washington to the International Boundary and the N.W.S. south to the same point, where they would meet. By means of the Seattle and Montana Railroad and other Great Northern lines, Seattle would ultimately be reached. The N.W.S. began building in August, 1888, but ran into difficult construction problems with unstable soil conditions. It was not until February, 1891, that the line was completed and opened, running from Liverpool, B.C. on the south side of the Fraser River, opposite New Westminster, to Blaine, Washington. A bridge across the Fraser was proposed and help was expected from the Provincial government. However, some ten years were to elapse before the bridge construction was started. Meanwhile, a ferry service on the river sufficed and, for a short period Great Northern entry into Vancouver was effected via the Canadian Pacific through the 1894 C.P.-G.N. agreement, described previously. For a very short period, the Great Northern (New Westminster Southern) and the Westminster and Vancouver Tramway Company had a traffic agreement to give the G.N.-N.W.S. access to Vancouver, but this was shortlived and before and after this period, a boat connection to Vancouver was used.

Work on the bridge across the Fraser River at New Westminster was begun in April, 1902, by the Department of Public Works of the Province of British Columbia. This famous or infamous structure, afterwards became the property of the Federal Government. A railway line from New Westminster to Vancouver had been contemplated, in conjunction with the original bridge proposal of nearly fifteen years earlier, but aside from some right-of-way clearing, it came to naught. However, in February, 1903, the Vancouver, Westminster and Yukon Railway began construction and built this section (Vancouver-New Westminster) and opened it for use late in 1903. With the opening of the Fraser River bridge at New Westminster, access to Vancouver was immediately possible and rail service over this route was inaugurated on August 23, 1904. The new connection was financed by the Great Northern, although they did not actually take control

→ ONE OF THE TWO LARGE BULK TERMINALS IN NORTH VANCOUVER. Curved-side hoppers dominate the scene at Vancouver Wharves, Limited and their contents are variously piled in the open or stored in the "silos". This operation is switched by the PC Shays of Pacific Coast Terminals (CANADIAN RAIL No. 218, February, 1970), one of which is visible in the foreground. The siderodded, jackshafted diesel is also there, if you are sharp-eyed enough to find it! Photo courtesy of Canadian National Railways.















until 1905. This was only one of the many pieces of the Great Northern's corporate jigsaw puzzle. But what this really meant was that Vancouver had another outlet to the east, besides the Canadian Pacific!

The building of the Canadian Northern Pacific Railway into south-central British Columbia was undertaken at the height of their construction boom. Grandiose plans were announced for this project, including a 4.5-mile tunnel, double-tracked, -a fitting entrance to Vancouver and total electrification of the western section of the line in British Columbia, no less! Construction commenced in 1910, both east and west, with the Vancouver entry planned as a line along the north shore of the Fraser River, then through the 4-mile tunnel under the City, to emerge in the False Creek area. An agreement had been reached with the City whereby the Canadian Northern Pacific would build a large hotel, establish a steamship service and turn 164 acres of tidal flats into good, solid ground. The speculation bubble burst about this time and, in 1912, another agreement was signed in which trackage rights over the Great Northern and the Fraser River bridge at New Westminster allowed the new railway to enter Vancouver. No steamship service was ever established by the Canadian Northern Pacific, aside from a car-ferry to Vancouver Island. The "Prince" ships of later fame were operated by the Grand Trunk Pacific Railway, from its terminus at Prince Rupert, B.C. The hotel commitment was eventually fulfilled when the Canadian Northern and the Canadian Pacific jointly constructed a new edifice, the "Hotel Vancouver". The land reclaimed from False Creek is today the yard area for Canadian National Railways and was part of a larger reclamation project, included in which was a sizeable chunk of reclaimed land for the new Great Northern yards, as well as industrial sites. Canadian Northern and Great Northern never reached an agreement for a "Union" station, but subsequently there were two stations, a G.N. and a C.N., side by side. Train service from the east via the Canadian Northern Pacific was inaugurated in November, 1915, after the driving of the "Last Spike" of this railway at Basque, B.C., in the valley of the Thompson River.

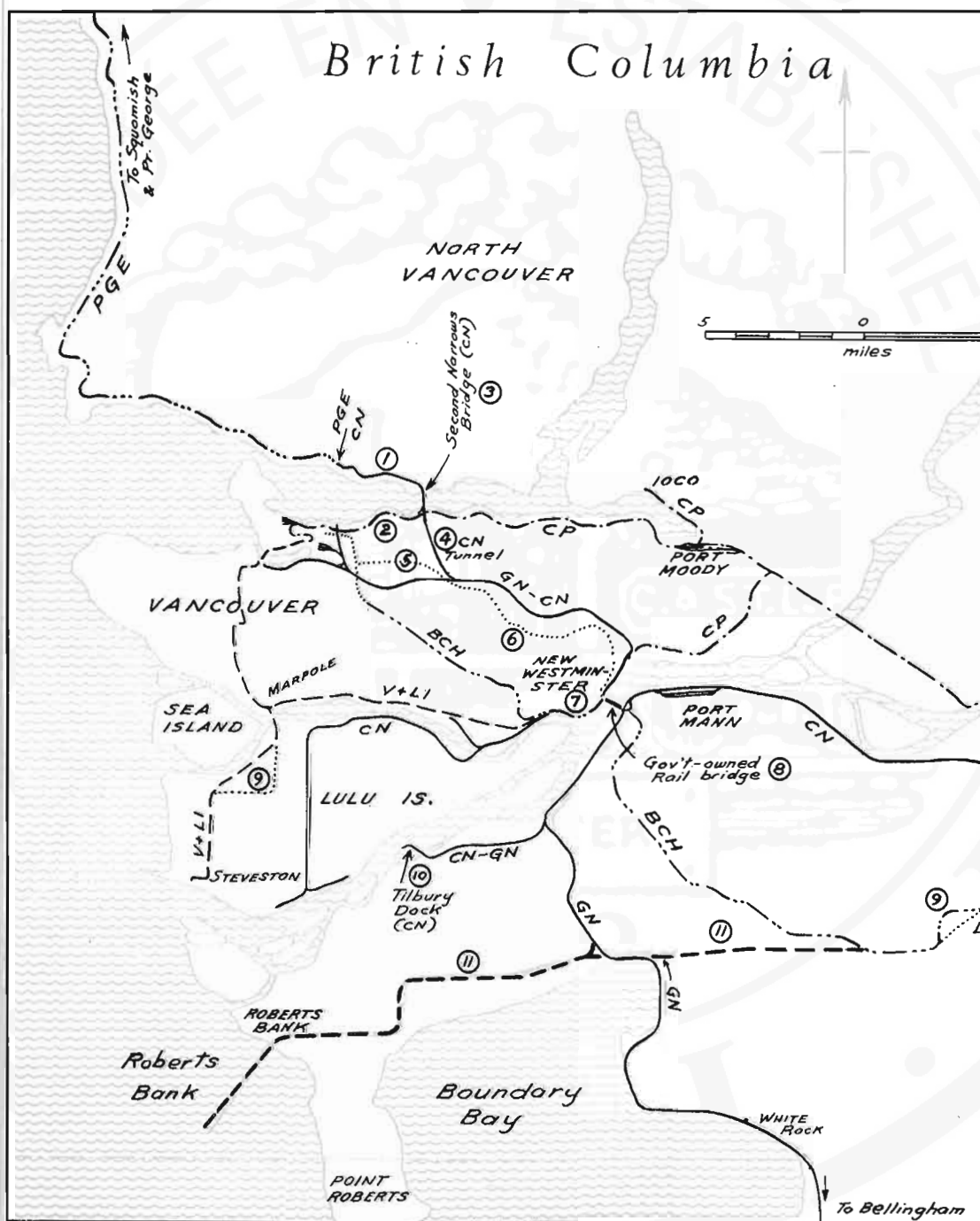
THE THREE BRIDGES at Burrard Inlet's Second Narrows. The first railway bridge, over which the transfer freight is passing, is scheduled for demolition. Photo courtesy of Canadian National Railways.

LOOKING NORTH OVER THE SECOND NARROWS, the new line to North Vancouver coming out of the tunnel crosses over CP RAIL's main line, onto the bridge. Photo courtesy of Canadian National Railways.

UNDER THE RESIDENTIAL DISTRICT ON CAPITAL HILL, the new line from Willingdon to North Vancouver and the bulk terminals makes an uncomplicated route to Burrard Inlet's North Shore. Photo courtesy of Canadian National Railways.



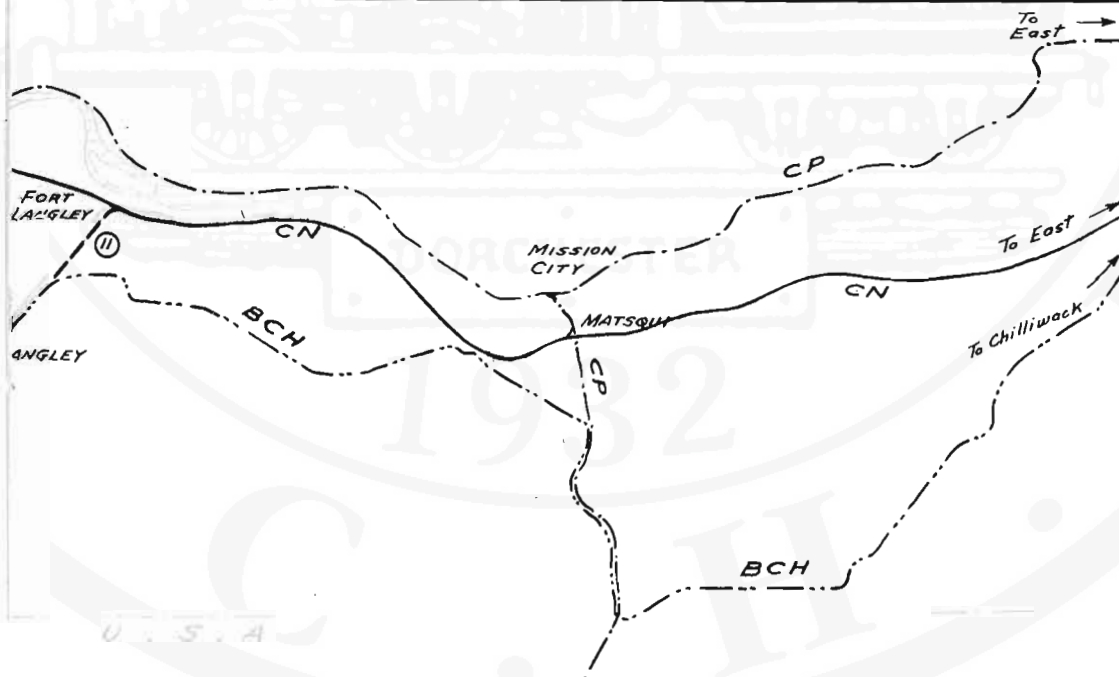
## British Columbia



### RAILWAYS IN VANCOUVER AREA

- Canadian National Railways
- Great Northern Railroad
- - - - - Canadian Pacific Railway
- - - - - Vancouver & Lulu Island Ry.
- . . . . B. C. Hydro Railway
- ..... Pacific Great Eastern Ry.
- ..... Jointly-used rail lines to Roberts Bank
- - - - - New construction for line to Roberts Bank
- ..... Abandoned trackage

- 1 CP over CN to connect with PGE.
- 2 CN over CP to connect with Second Narrows Bridge.
- 3 Second Narrows Bridge.
- 4 CN Tunnel.
- 5 BCERY passenger lines to City Terminal, abandoned.
- 6 BCERY Burnaby Lake line, abandoned.
- 7 Railways along New Westminster waterfront: CN, CN, CP, V&LI, BCH.
- 8 Gov't-owned railway bridge, used by CN, CN, BCH.
- 9 Minor track diversions.
- 10 Tilbury Island Dock - CN.
- 11 Line to Roberts Bank - new construction.



The late-comer to the Vancouver area was the Provincially-owned Pacific Great Eastern Railway. From 1914 to 1928, the P.G.E. operated a rail service from North Vancouver, across Burrard Inlet from the City, to Horseshoe Bay (11 miles), but it did not connect with any other railway. However, with the opening of the then-new Second Narrows Bridge in 1927, the Vancouver Harbour Commissioners built their railway over it and a connection was made for a few months, until P.G.E. abandoned their line. The Vancouver Harbour Commissioners had some trackage in North Vancouver in 1926, which had been worked by the P.G.E. With the P.G.E. abandonment, the V.H.C. took over the industrial and dock switching in North Vancouver, as well as their own terminal railway operations in Vancouver. When the National Harbours Board assumed the operation of port facilities, including railway lines, at all of Canada's major ports, Canadian National Railways were given the responsibility of operating the railways and thus it was that operation of V.H.C. railway facilities was assumed by the C.N. on January 1, 1953.

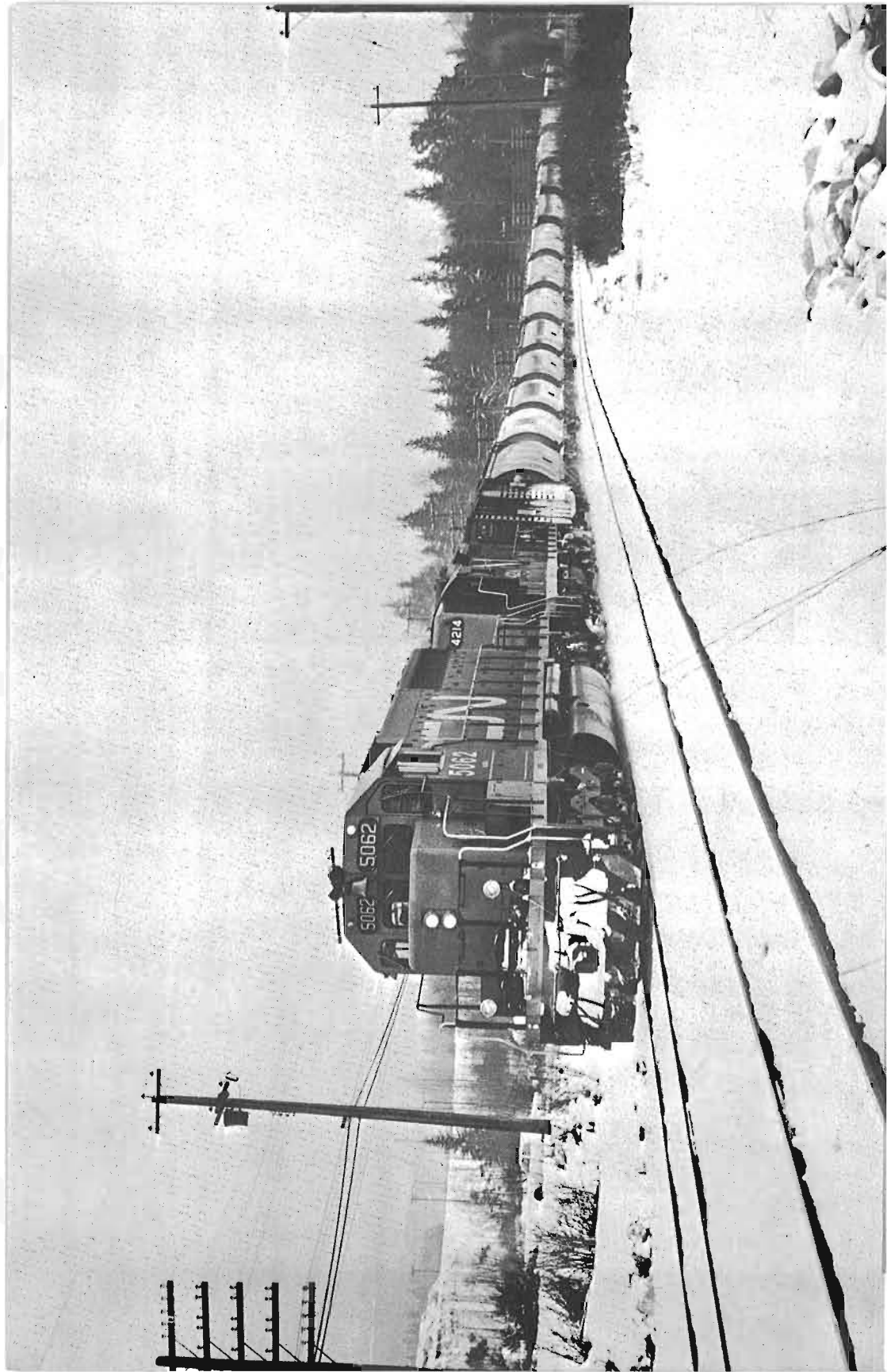
When, at long last, in 1956, the Pacific Great Eastern returned to North Vancouver as a permanent resident, it established freight yards and other facilities. The Canadian Pacific was quick to see the advantages of interchange traffic and accordingly secured running rights over the Canadian National to an interchange yard. In 1959, a terminal wharf operation was organized by Vancouver Wharves Limited, adjacent to the P.G.E. yards and this soon developed into an extensive, ever-expanding bulk-loading facility for sulphur, potash and other commodities. Potash from Saskatchewan was one of the most frequently shipped products, being brought to the west coast by Canadian National.

Until the advent of the P.G.E. to North Vancouver, with its new through line to Squamish and Prince George in the heart of central British Columbia, all traffic to the north shore of Burrard Inlet was terminal. Anything routed farther north had to go by rail-barge to P.G.E.'s first tidewater terminal at Squamish. With P.G.E.'s through line a reality, north shore traffic increased rapidly to boom proportions. Combined with the bulk commodity traffic, within 10 years there was a terrific bottleneck in North Vancouver. The Canadian National's Glen Yard at Vancouver could not handle a train of more than 58 cars, due to the length of the longest yard track and, as a consequence, long freight drags headed for the Vancouver wharves had to be split at Port Mann and run through Vancouver to North Vancouver in several sections. This operation was complicated, requiring movements through Vancouver city over industrial trackage with many grade crossings, from the CN yard to the waterfront yard, then along the waterfront and over the Second Narrows Bridge (1927) to the North Shore of Burrard Inlet. As the

→ UNIT-TRAIN PRECURSOR: A train of curved-side hoppers follows Test Car 89 and Canadian National units 5028, 5040 and 5046 westward through Burnaby, B.C. at Cariboo Road on 20 June 1968. Photo by D.E. Cummings. CP RAIL ALSO PRACTICED BIG FREIGHT TRAIN OPERATION, as witnessed by this extra east (no flags) at Banff, Alta., with units 4502, 8637, 8652 & 8690 on 19 January 1969. Photo by Robert A. Loat.









traffic increased, so did the associated operating problems and in 1968, a second bulk terminal facility, Neptune Terminals, was scheduled for North Vancouver. It seemed as though the whole freight operation was in danger of coming to a grinding stop. A better means of access to the North Shore had to be found.

Part of the solution lay in the total elimination of the bulk commodity traffic from the complicated rail lines through the City of Vancouver. If Vancouver's congested yard and terminal facilities could be avoided, an easing of the situation could be achieved. Plans were therefore formulated to tunnel under Capital Hill, from Canadian National's main line just east of Vancouver, at Willingdon Avenue in Burnaby, B.C. The tunnel, together with a new bridge over Burrard Inlet at the Second Narrows, would provide direct access to the North Shore and would thus expedite the bulk commodity traffic.

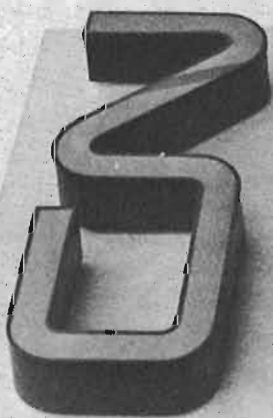
Shipments to the North Shore via Canadian Pacific were always routed over the Second Narrows Bridge, using Canadian National trackage. Normally, there would be no direct connection, but CP RAIL has now upgraded its line from Coquitlam to Sapperton. At this latter place, a new interchange yard with C.N.-G.N. has been built and CP RAIL traffic, not destined for transshipment at that Company's bulk terminal at Port Moody, can thus enjoy the benefits of the new tunnel-bridge facility, which will relieve the pressure on CP RAIL's terminal facilities at Vancouver, as well.

This new route to North Vancouver will speed up the transport of bulk commodities and reduce terminal time by many hours, since trains can now operate directly to and from North Shore terminal points. Neptune Terminals is an "on-line" industry for C.N., but Vancouver Wharves is switched solely by P.G.E., using PC Shay locomotives nos. 114 & 115, owned by Railway Appliance Research Limited.

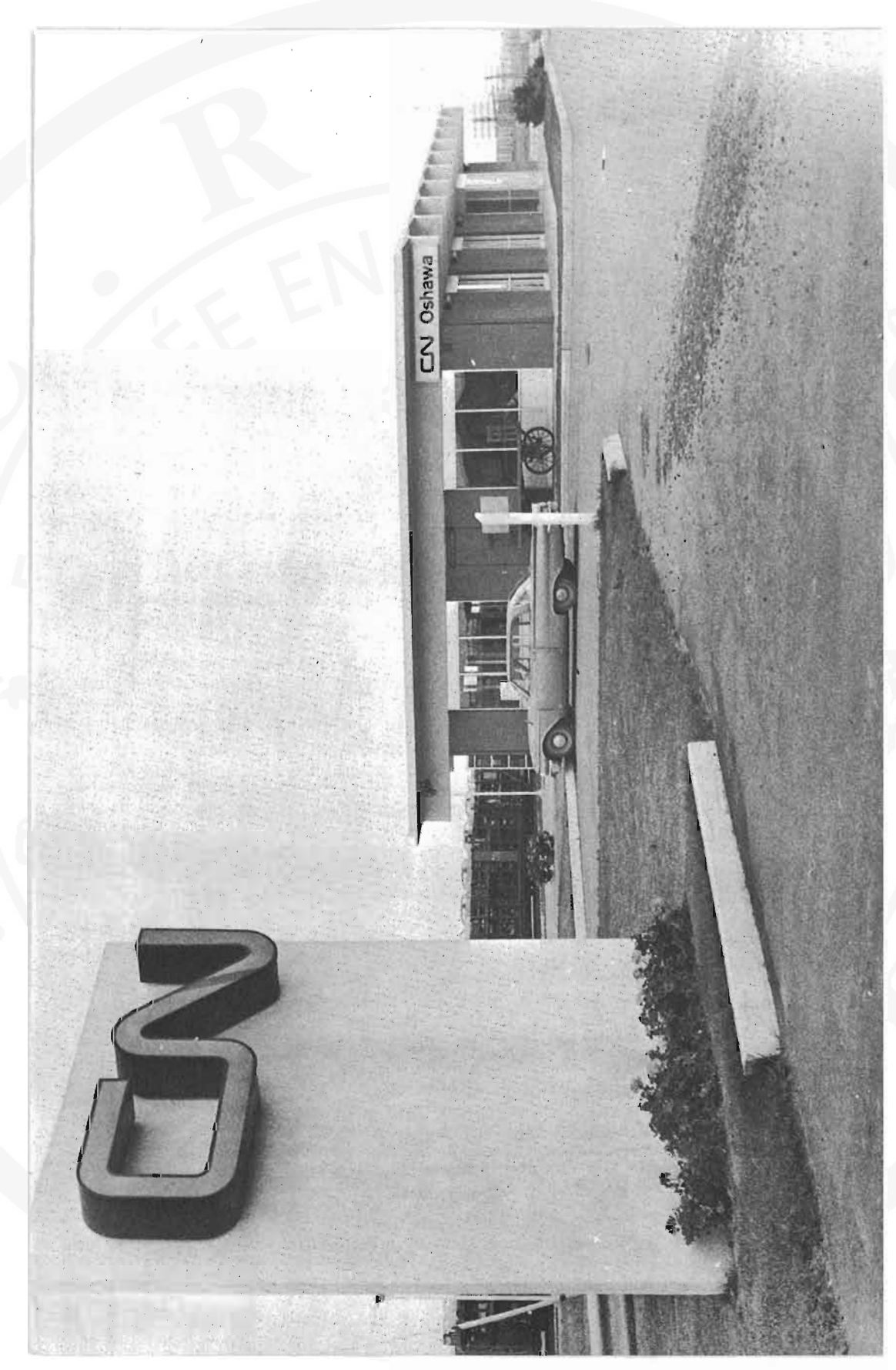
Notwithstanding these essential improvements, it is anticipated that freight traffic in all of Vancouver's railway yards will continue to increase at a rapid rate. It would appear that a derivative requirement is now emerging in this area: that of total traffic control. The eventual solution to this second problem may be the creation of a Greater Vancouver Terminal Railway, with all of the yard operations in and around the City handled by one terminal system, perhaps jointly-owned. The problems and time-lags sometimes resulting in the present multi-Company operation would likely be reduced through consolidation and centralization. Present-day operations can become very complex, with five railways in the Vancouver area being involved, not all of which connect directly with one another.

← MORE CURVED-SIDE HOPPERS COMING WEST TO VANCOUVER, with coal and potash. They are following Canadian National units 5062 and 4214 through Burnaby, B.C. on 13 January, 1969.

Photo courtesy D.E. Cummings.



CN Oshawa





# WALTER'S WANDERINGS

THE NEW LOOK  
IN  
RAILWAY STATIONS.

W.J.Bedbrook.

It seems likely that the next major change to be made along Canada's railways is in the "places where the passengers entrain or de-train", whether these be terminals or stations. Steam locomotives have disappeared, semaphore signals are rare and there are more than a few peculiar structures carrying station name boards.

Travelling round the country, these days, one is constantly reminded of the changes taking place in railway buildings and structures. The familiar water-tank is no longer part of the railway scene. The older stations, like Barrington Station at the Canadian Railway Museum, are now nearly all disappeared and their foundations can be seen at intervals along the right-of-way. These were the stations at which scores of travellers bought their tickets and boarded the "cars" for the next town or for trips across the country.

Many of today's stations are still in use for the purposes for which they were constructed, but many others are boarded up, either to await better times or subsequent demolition. Some have been reserved as local museum projects and some have been sold and converted to summer cottages or farm outbuildings. The stations still in use have generally been modified to conform to modern requirements, necessitated by reduced passenger train operation with a consequent diminution in passenger traffic. Freight and baggage (express) facilities in modern stations have been expanded and modified to suit road haulage vehicles.

Indicative of the fate of railway stations and terminals in Canada's major cities are the frequent newspaper articles on urban redevelopment in Vancouver, Toronto and Montréal. Major relocations of passenger train stations have already been completed in Saska-

← WHAT THEY'LL LOOK LIKE IN THE '70'S: This new Canadian National station in Oshawa, Ontario is a very long way from the traditional "mens'-and-ladies' plus operator's office" of the early days of Canadian railroading. And its much more functional and pleasant, too! Photo courtesy of the author.

toon, Ottawa and Calgary. Although Ottawa's famous Union Station was refurbished in 1967 and renamed Centennial Hall and has subsequently hosted Prime Minister Trudeau and the provincial Premiers at the recent Dominion-Provincial Conference, there are still dark rumors that it is to be demolished to make way for other, more important construction in Canada's capital.

More in keeping with the supposed preference of the citizens are the new stations recently constructed in communities such as Dorval, Qué. and Oshawa, Ont. The old stations (CN) in these cities have been replaced with modern, utilitarian structures, very much different in appearance from that normally anticipated. Constructed of precast concrete slabs and cement blocks, they present a spartan facade, but are equipped with every modern facility, both for passengers and for railway staff.

The relocation of Canadian National's main line at Fort William, Ont., has isolated the old station and the replacement is a pre-painted, steel building "package", adapted for railway use.

Along the well-known "Lakeshore", west of Montréal, CP RAIL has been replacing existing stations gradually by either glass-steel or bus-type shelters, similar to those used by GO TRANSIT on suburban CN lines in the Toronto suburban area. A new CN station at Guildwood, Ont., is a converted road-trailer, complete with wheels, - a natural convenience for a future purchaser, in the event that this station was closed and had to be removed from the site. It should be remembered that this latter condition is the principle one that a purchaser of stations has to fulfill.

A not-so-well-known but very interesting station is presently in use at Mine Centre, Ont., west of Thunder Bay on the Canadian National. This was formerly a busy centre, but now that nearly all of the mines in the area are abandoned, so the area is reverting to its former state of nature. Most of the original town and the old station were destroyed by fire. Now serving as the station is an old baggage car, which has been set off beside the track. It has been fitted with an operator's window and an order board. You can still receive and ship express and freight from this station and, except for the operator's "bay" added to the side of the car, the interior is unchanged from the days when the car was in service on the main line. As CTC signalling is planned for this major line from the Lakehead to Winnipeg, the inevitable removal of the operator will certainly mean the "end of the road" for this ancient baggage car.

➔ GAUGE HO-N. About the smallest and most functional type of station that can be erected today. The sign may now read "Thunder Bay", Ontario!

Photo courtesy of the Author.

➔ HAVE STATION - WILL TRAVEL. A mobile home for Canadian National's passengers at Guildwood, Ontario, - just in case this station stop ever needs to be moved to another location. Photo courtesy of the Author.







In addition to the obvious improvements in station and terminal facilities and their marked effect on adjacent urban properties, such as have been seen in Montréal, Saskatoon, Calgary and London, Ont., to name only a few, there must be many other Canadian cities and towns, like Dorval and Oshawa, which have been rejuvenated by the construction of modern railway stations. Let us hope that this rejuvenation is a continuing process.



↑ BAGGAGE CARS MAKE ATTRACTIVE STATIONS. This redundant CN baggage car has found a new use as the station at Mine Centre, Ontario. Its life-expectancy is probably not too long.

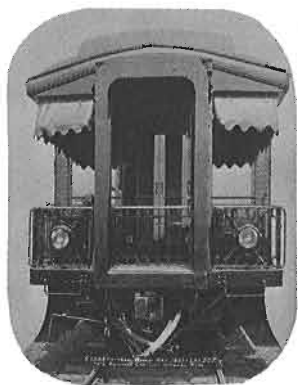
Photo courtesy of the Author.

← THE "BUS STOP" STYLE IN STATIONS. It provides good visibility and adequate protection; it is pleasing in appearance and easy to maintain.

THE FORMER STATION AT FORT WILLIAM, built of good, solid, conventional brick and used for a variety of purposes, in addition to sheltering passengers intending to ride on Canadian National. Now isolated, it has fulfilled its destiny.

Both photos courtesy of the Author.





# OBSERVATIONS

WITH F.A.KEMP

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Provincial elections in the Province of Québec were held on April 29, this year, only three days after the new CP RAIL suburban schedules became official.

Almost all business organizations closed their offices and other activities at 1500 hrs. to comply with the Provincial law which requires every company to allow its employees to leave their jobs at least four hours before the poles close.

A monumental traffic-jam ensued almost immediately, which snarled most of Montréal's main arteries. CP RAIL had arranged a special train to leave Windsor Station at 1530 hours for Vaudreuil, replacing Train 253, which normally leaves at 1719. However, at 1515, it was announced that there was no more room on Train "Election Special". It was a standard 13-car train (1,339 seats) and must have transported nearly 2,000 passengers. Train 265 at 1610 was the next one to depart and its nine bi-level cars carried one of the few full loads that they are likely to get at that hour, with many passengers standing, most of them in the entranceways in the centre of each car.

A ticket booth was set up in Windsor Station concourse for suburban tickets and gatemen checked all tickets before allowing passengers onto the platform. These measures were intended to speed up ticket collection by reducing the number of cash fares to be collected by the conductor on board the train.

CP RAIL has been granted permission by the Canadian Transport Commission to remove agents from several stations on its suburban lines, including Dorval, Valois, Beaconsfield and Ste-Annes. Waiting rooms will be kept open at most of these stations.

Canadian National's ferry services have made considerable news in the past several weeks and not all of the items would have been approved by CN's Public Relations staff! The most noteworthy event occurred on April 20th. This was the sinking of the car ferry PATRICK MORRIS with the loss of the Captain and three officers. The PATRICK MORRIS had finished loading 18 box cars at North Sydney, N.S. and left her berth, without passengers, before her scheduled departure time, in order to assist the crew of the herring seiner ENTERPRISE, which was reported sinking about 10 miles off the Cape Breton shore.

According to reports, the PATRICK MORRIS, her stern into the wind had stopped to recover the body of one of the crew members of the

ENTERPRISE, when a 20-foot wave crashed into her stern, breaking in the large doors which close the train deck at the stern.

The high seas which were running at the time broke over the vessel's stern and soon flooded the train deck and the engine room, and the ship sank within 35 minutes. The crew took to a motor-driven lifeboat and 47 men were picked up by the West German ore-carrier RHINE ORE and landed the following day at Port-Cartier, Qué.

The officers of the PATRICK MORRIS left the sinking vessel on a life-raft but were not able to survive in the stormy waters of Cabot Strait. The Department of Transport is to hold an inquiry into the sinking of the car-ferry. The PATRICK MORRIS was a vessel of 9,777 gross tons, was built in Montréal in 1951 and joined the CN fleet in 1965, operating as a side-loading truck and container carrier until 1968, when she was reconverted to her original rail-car function. She was not strengthened for navigation in ice and had just re-entered service, after being laid up for six weeks during the heavy ice season (March and early April), during which time service was maintained by the newer, ice-strengthened FREDERICK CARTER. The PATRICK MORRIS was valued at about \$ 10 million, but the replacement cost for a new vessel would be about \$ 15 million. The sunken vessel lies in about 300 feet of water and officials have considered salvage, but it is likely that another existing car-ferry will be purchased, perhaps in Europe.

Shortly before this disaster, the CN had called for tenders for the construction of a car-ferry dock at Mulgrave, N.S., to be used as an alternative loading point during the late winter and early spring when Sydney Harbour is often blocked by heavy ice. Mulgrave, now at the end of a short branch of the CN from Linwood, N.S., was once the mainland terminal of the former Canso Strait ferry service, which was the only rail link to Cape Breton Island before the Canso Causeway was built.

In southern Nova Scotia, a Swedish company is to begin a ferry service for passengers and road traffic between Portland, Maine and Yarmouth, N.S., this summer and CN has called for tenders for the construction of terminal facilities at Mile 136.4 of its Yarmouth Subdivision. The car-ferry to be used is an end-loader, while the CN's Yarmouth-Bar Harbour, Maine ferry BLUENOSE is a side-loader and existing terminal facilities are arranged accordingly. The new vessel is to be named PRINCE OF FUNDY, although it will not actually be operating in the Bay of Fundy.

The CN Prince Edward Island ferry LUCY MAUD MONTGOMERY, which made news last summer when she operated in cruise service out of Charlottetown and reportedly served "Green Gables" rum on board, may be placed in service on the Wood Islands, P.E.I.-Caribou, N.S. run this summer, if suitable docking facilities can be provided.

CN has another ferry operation in southern Ontario, where the St. Clair and Detroit Rivers form the Canada-United States boundary. Recently, CN hired a tug to push its ancient car-ferry HURON between Windsor, Ont. and Detroit, Michigan, while the almost-as-ancient side-wheeler LANSLOWNE continued to operate under its own power. Follow-

ing the experiment with the HURON, tenders were called for the provision of tug service on both the Windsor-Detroit route and the projected Sarnia-Port Huron service, as well as for the construction of docking facilities at Sarnia and Port Huron. It would seem that all river car-ferry operations will be converted from self-propelled vessels to tug-and-barge operations, as considerable economies can be realized by using one tug to handle two (or more) non-powered car-ferries or barges.

#### THE TIMETABLES GET SHORTER AS THE DAYS GET LONGER



**CP Rail**

April 26, 1970, was the date set for the annual switch to "Daylight Saving Time" this year and the principal timetable changes were to be found in the new folders of CP RAIL.

#### Atlantic Region:

The introduction of "bi-level" passenger equipment on the Montréal-Vaudreuil-Rigaud suburban services resulted in a general revision of the entire schedule of suburban services and the issuance of a separate folder for it. The number of train-sets was reduced from seven to six. Of these, the nine bi-level cars will form one, with a capacity of 1,488 passengers. There will be three trains of conventional cars (800 series, built 1953) and two made up of RDC "Dayliner" units, which will provide daytime and evening service, making several trips during the day. One rush-hour train has been eliminated in each direction, but evening and week-end service has been increased, especially between Montréal and Vaudreuil.

The late-evening service (2300 hours) has been restored, allowing suburbanites to spend an evening in town and return by train, rather than driving the family car in or enduring the tedious bus ride home, - the time of local buses from Montréal to Dorion is 1 hr. 40 minutes, compared to 55 minutes by train.

There is increased service in the direction opposite to the flow of traffic normally encountered, as "Dayliners" shuttle in and out of the city. There are now 12 trains Monday to Friday, instead of 11, in each direction, while there are 2 additional trains on Saturday and 1 on Sunday. Week-end service beyond Vaudreuil has actually been reduced by one trip in each direction. All trains have been renumbered, eliminating all numbers between 242 and 249.

The bi-level trains are as follows: No. 272 leaves Rigaud at 0648, arrives at Windsor Station at 0815. No. 265 leaves Montréal at



1610, stopping at most stations to Hudson, arriving at 1720 and returning as No. 264, leaving Hudson at 1727. It stops at most Lake-shore stations and arrives at 1830. Leaving again at 1845 as No. 273, it returns to Rigaud, arriving there at 2015.

It would seem that there is little hope of getting a full passenger load on either of the outbound trains, unless there is quite a drastic change in the working hours of most downtown offices. The question remains as to why two control cars were acquired when only one was really needed.

#### Montréal-Québec:

Montréal-Québec and Montréal-Ottawa schedules also underwent further revision. "Dayliner" equipment was eliminated from the revamped schedule and the two "Skyline" dome-equipped conventional train-sets are used to make three round trips daily, leaving both cities (Montréal and Québec) at 0800, 1300 and 1800 hours. The mid-day trains serve five stations en route not served by the other trains, but no less than eleven stations have lost their passenger service as a result of this revision. These trains (153-154) are allowed 3 hours, 35 minutes for their journeys, while the others are allowed 3 hours 20 minutes.

#### Montréal-Ottawa:

On the "Direct Line", Train 233, the "Rideau" now runs 5 minutes earlier, to allow time for Québec Train 152 to leave at 0800. It thus arrives at Ottawa at 1010, only 1 minute after CN Train 31 ! Train 235, the "Alouette" has reverted to its former, more convenient time of 1700 hours, arriving at Windsor Station at 1930, but this has resulted in Train 234 being set back 55 minutes, leaving Ottawa at 2050 and arriving Montréal at 2300.

The "Canadian", Train 1, leaves Montréal 15 minutes earlier, while Train 2 runs 5 minutes later.

On the North Shore, "Dayliner" No. 133, via Montebello, has been rescheduled 35 minutes earlier, at 1750. Connections from Ottawa to Québec have become almost impossible, but Québec to Ottawa still has a good connection via Trains 153 and 235. Passengers to and from New York, via Delaware & Hudson, are less well off than before, but they still have one good connection to and from Québec and also to and from Ottawa.

#### Montréal-Saint John, N.B.:

The "Atlantic Limited", Trains 41 and 42, have been speeded up by 15 minutes, leaving Montréal at 2000 and Saint John at 2110. However, they have lost their connection with St. Stephen and St. Andrews as the chartered bus service formerly available has been discontinued.

SERVICE DE  
**"LAKESHORE"**  
SERVICE

April 26, 1970  
26 avril 1970



While Canadian National changed its main-line schedules in January, 1970 instead of April, it did issue a new suburban folder, combining the formerly-separate Cartierville and Deux-Montagnes schedules into one. The only noteworthy change was the reduction in Sunday service and that for holidays as well, by the elimination of one Montréal-Cartierville round trip in the morning and one in the afternoon. The trains to Deux-Montagnes, closest in the timetable, were rescheduled to plug these gaps and make the side-trip to Cartierville. There are now 14 Sunday trains instead of 16.

These days, Niagara Falls, Ont. has a "one-track" mind! On March 19, last, the Private Bills Committee of the Ontario Legislature approved a bill permitting the City of Niagara Falls to sign an agreement with Niagara Falls Monorail Limited for the construction of a six-mile monorail system along the Penn Central right-of-way, from the City Hall on Queen Street to Front Street, in the former village of Chippawa, Ont., which became part of Niagara Falls last year. Service on the new line is to begin within 36 months and will be provided by at least 10 diesel-powered cars of about 30 passengers capacity each, which will ride on rubber tires along rails (presumably of concrete, like those of Seattle's monorail), suspended from towers resembling lamp standards.

At first, the Company had proposed a summer tourist service, but the 10-year agreement stipulates daily, all-year service, with the schedules to be renegotiated between October and December, each year.

The Penn Central's right-of-way is part of the former Erie and Niagara Railway, built in the 1850's between Niagara-on-the-Lake and Fort Erie, Ont. Another passenger-carrying line in the same area was the Niagara Falls Park & River Railway, - an electric line which ran from Queenston, through Niagara Falls to Chippawa. Originally built to connect with steamers at both ends, it became part of a famous trolley circle tour around Niagara Falls, the Rapids and the River. Passengers rode along the top of the cliffs on the Canadian side of the River and along the edge of the foaming rapids and the Whirlpool on the United States shore, crossing bridges at both ends of the Gorge. It ran from 1896 to 1932, when it did not renew its lease with the Niagara Parks Commission. The latter was eventually obliged to pay the REPLACEMENT value of the line, which was many times its actual of "scrap" value, in a lawsuit which was taken to the Privy Council of England, in London.

Hopefully, the present agreement will contain safeguards against another such eventuality at the end of the 20 year period. It is interesting to wonder how many of the present negotiators of the agreement are acquainted with this precedent and its importance.

# DOORS . . . ?

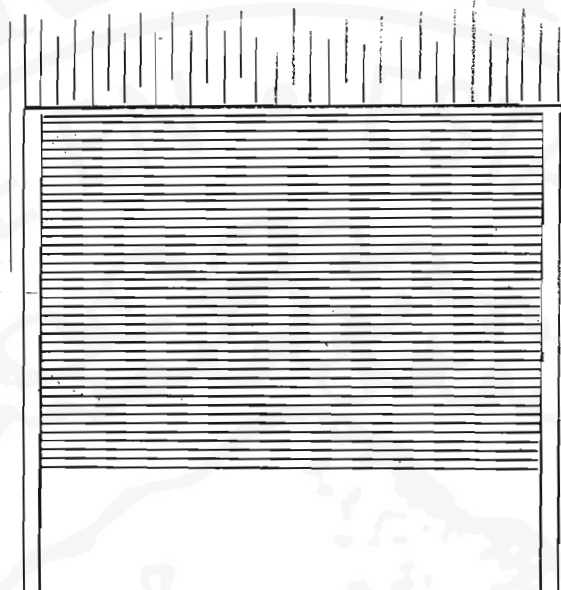
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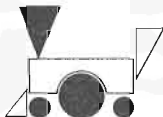
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